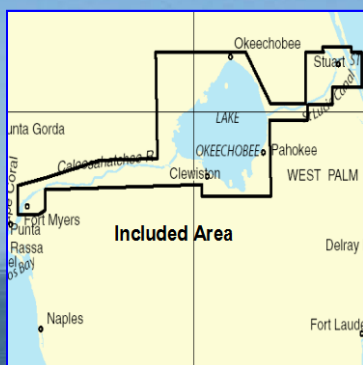
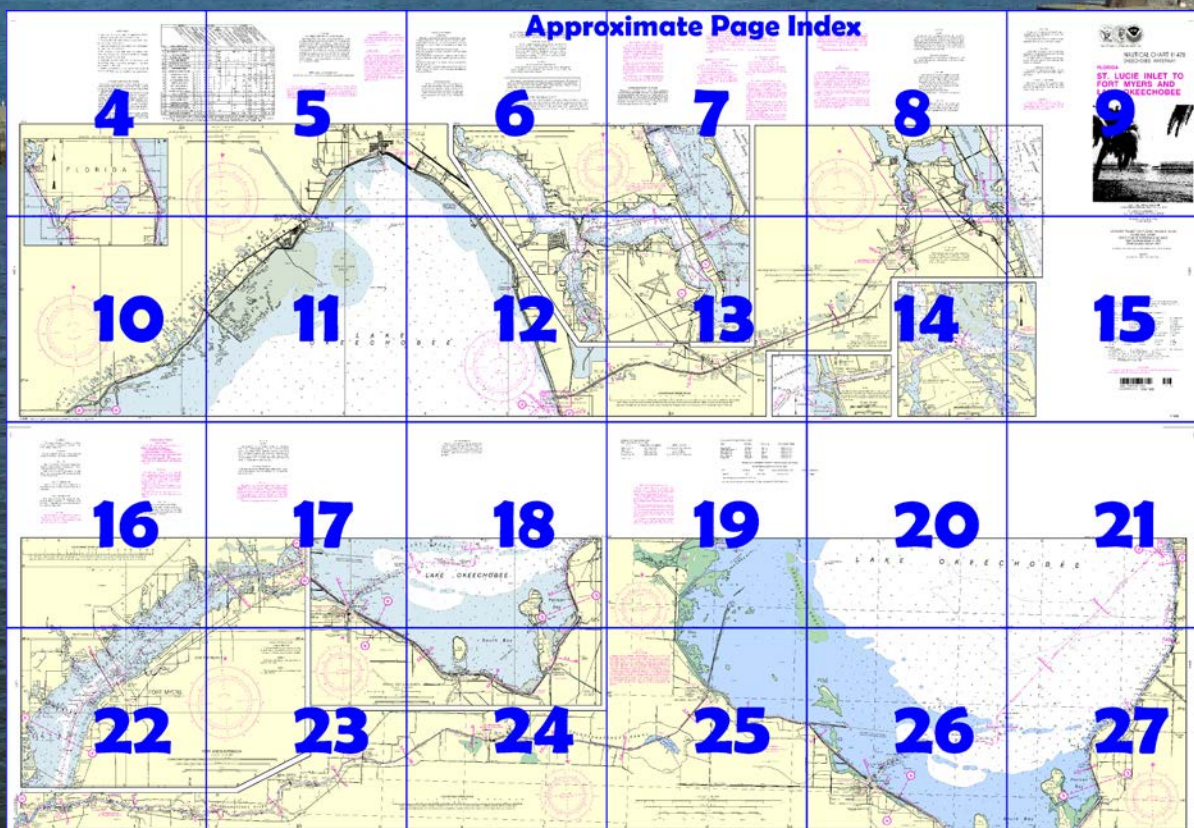


# NOAA Chart 11428

***When possible, use the full-size NOAA chart for navigation.***



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

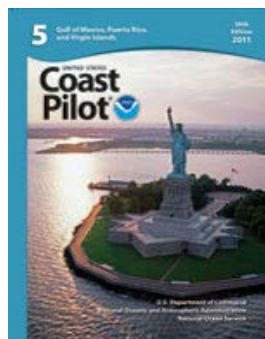
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11428>



#### [Coast Pilot 5, Chapter 9 excerpts].

The total length of the Okeechobee Waterway is 155 miles. The Federal project for the Okeechobee Waterway provides a channel with a depth of 8 feet from the Intracoastal Waterway near Stuart via Okeechobee Lake Route 1 to Fort Myers; thence 10 feet to Punta Rassa; thence 12 feet to the Gulf of Mexico; a channel 6 feet deep in Taylor Creek from the town of Okeechobee to the lake, and a depth of 6 feet for Route 2 along the south

shore of Lake Okeechobee from Port Mayaca westward to Clewiston. Controlling depths are published in local Notice to Mariners.

This route across the peninsula encounters a variety of climatic conditions. In general, temperatures over the inland portions are slightly cooler in winter, particularly the lows, and warmer in summer. The west coast also exhibits some of these continental tendencies, due mainly to the prevalence of easterly winds. For example, temperatures climb to 90°F (32.2°C) or above, on 106 days annually at Fort Myers, compared to 131 days at La Belle and 92 days near Stuart. Freezing temperatures are infrequent on the coast and occur on an average of 1 to 2 days inland.

**Tides and currents.**—The diurnal range of tide is 1.2 feet at Fort Myers and 2.4 feet at Punta Rassa. At the eastern end of the waterway, tidal influence is perceptible to St. Lucie Lock (Mile 15.1) and at the western end, at low-water stage, is perceptible at Ortona Lock (Mile 93.5). Cross currents at the junction of St. Lucie River with the Intracoastal Waterway make the short turn at that point hazardous.

**Locks.**—Three of the five locks in the waterway have a length of 250 feet, width of 50 feet, and depth over the sill of 10 feet. The Port Mayaca Lock, **Mile 40.0**, has a length of 400 feet, width of 56 feet, and a depth of 16 feet. The W.P. Franklin Lock at Olga, **Mile 121.4**, has a length of 400 feet, width of 56 feet, and depth over the sills of 14 feet.

General regulations governing bridges and locks and the handling of tows are given in **207.160**, chapter 2. The five navigation locks on the Okeechobee Waterway are operated from 0600 to 2130 daily; operating personnel are not on duty at other hours.

**Caution.**—The St. Lucie, Port Mayaca, Moore Haven, Ortona, and W.P. Franklin Locks are used, when conditions require, for discharging water from Lake Okeechobee. All vessels approaching these locks during periods of discharge should exercise caution. The depth over the upper sill of St. Lucie Lock is reduced from 13.5 feet to 8 feet when water is being discharged from Lake Okeechobee.

The **St. Lucie Lock, Mile 15.1**, has a width of 50 feet, length of 250 feet, and a depth of 12 feet over the sill. High water in Lake Okeechobee may cause the lock to be closed to navigation for parts of the day. Caution should be used when approaching the lock when it is being used to discharge water from Lake Okeechobee. Limited tieup facilities are available at the lock.

**Port Mayaca Lock**, about 300 yards west-southwest of the U.S. Routes 98-441 highway bridge, has a length of 400 feet, width of 56 feet, and a depth of 16 feet over the sill.

**Moore Haven Lock, Mile 78.0**, has a width of 50 feet, a length of 250 feet, and a least depth of 10 feet over the sills. Two standby areas have been established for vessels waiting to pass through. The first area is about 275 yards northwest of the lock at the junction of the canals, and the second area is 150 yards southwest of it. During periods of discharge through the lock, the currents and turbulence are extremely hazardous to all craft. Under no circumstances shall any craft approach nearer to the lock than the standby areas until discharge has been stopped and the water pool stabilized.

A public address system at the Moore Haven Lock is an aid to navigation and safety feature. Craft coming to the lock should approach the passage only upon receiving instructions from the locktender through the loudspeaker system, and enter the lock chamber only after signal from him.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

#### SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

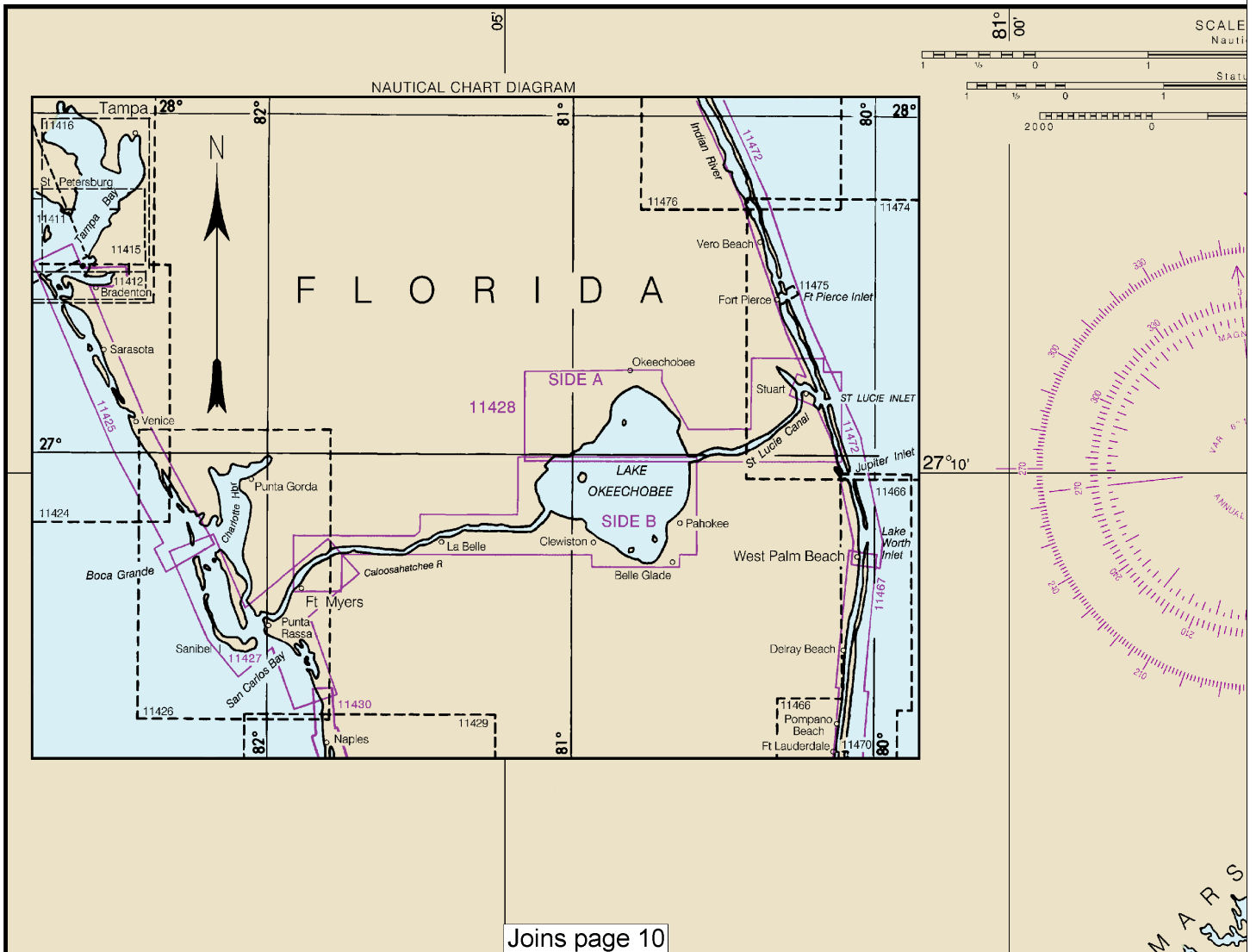
#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

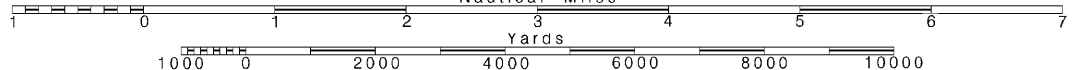
KAPP 300



Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

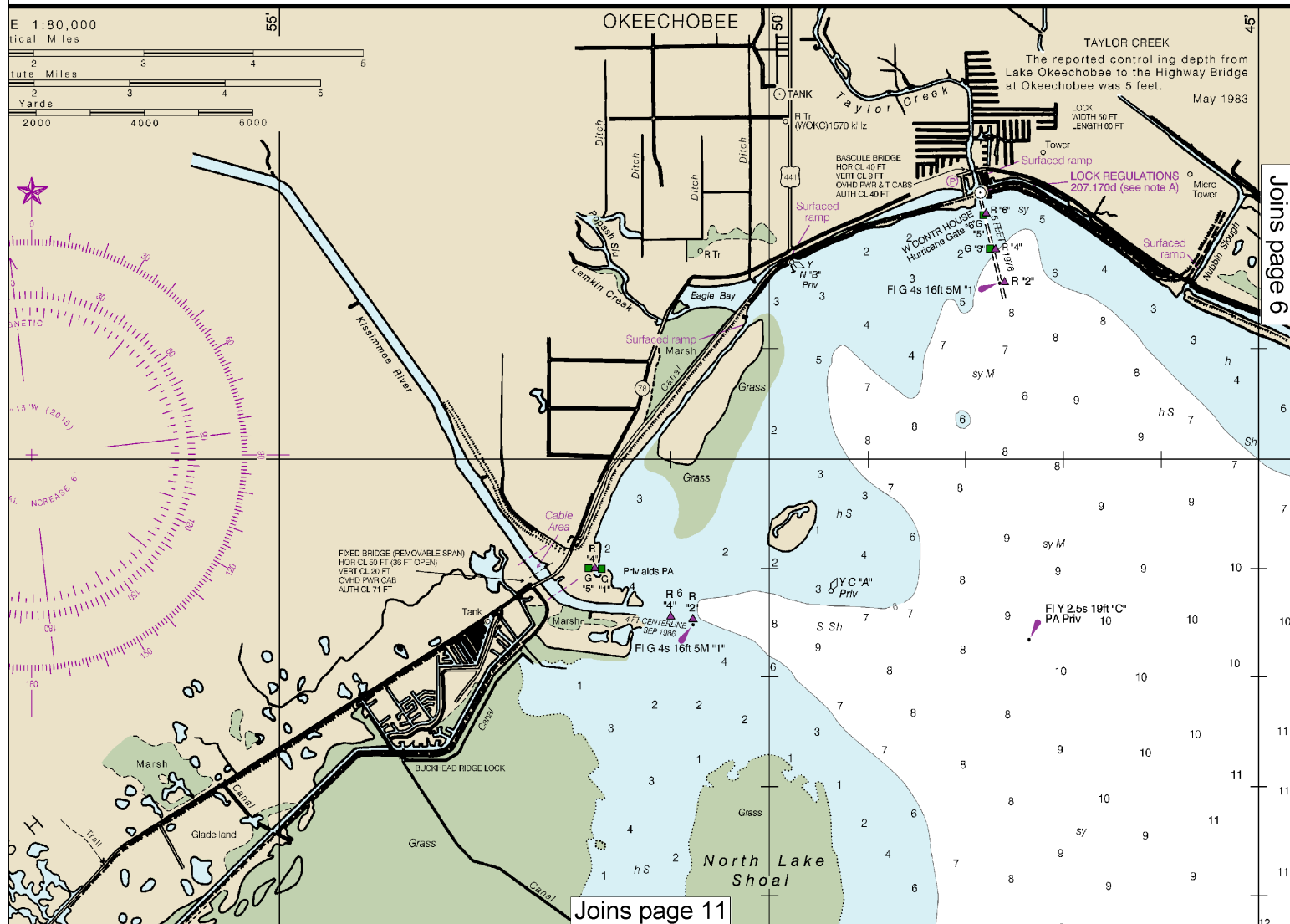
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Additional uncharted submarine pipelines and submarine cables may exist within the area shown on this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Motorless craft  
Sailing vessels and  
length shall not h  
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safe and practicab  
Mariners are urged  
of the Rules of the  
"Navigation Rules,

Consult U.S. Coast Pilots 4 and 5 for important supplemental information.

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nautilus.charts.noaa.gov](http://nautilus.charts.noaa.gov).



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

# RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.222' northward and 0.809' eastward to agree with this chart.

## CAUTION

## BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

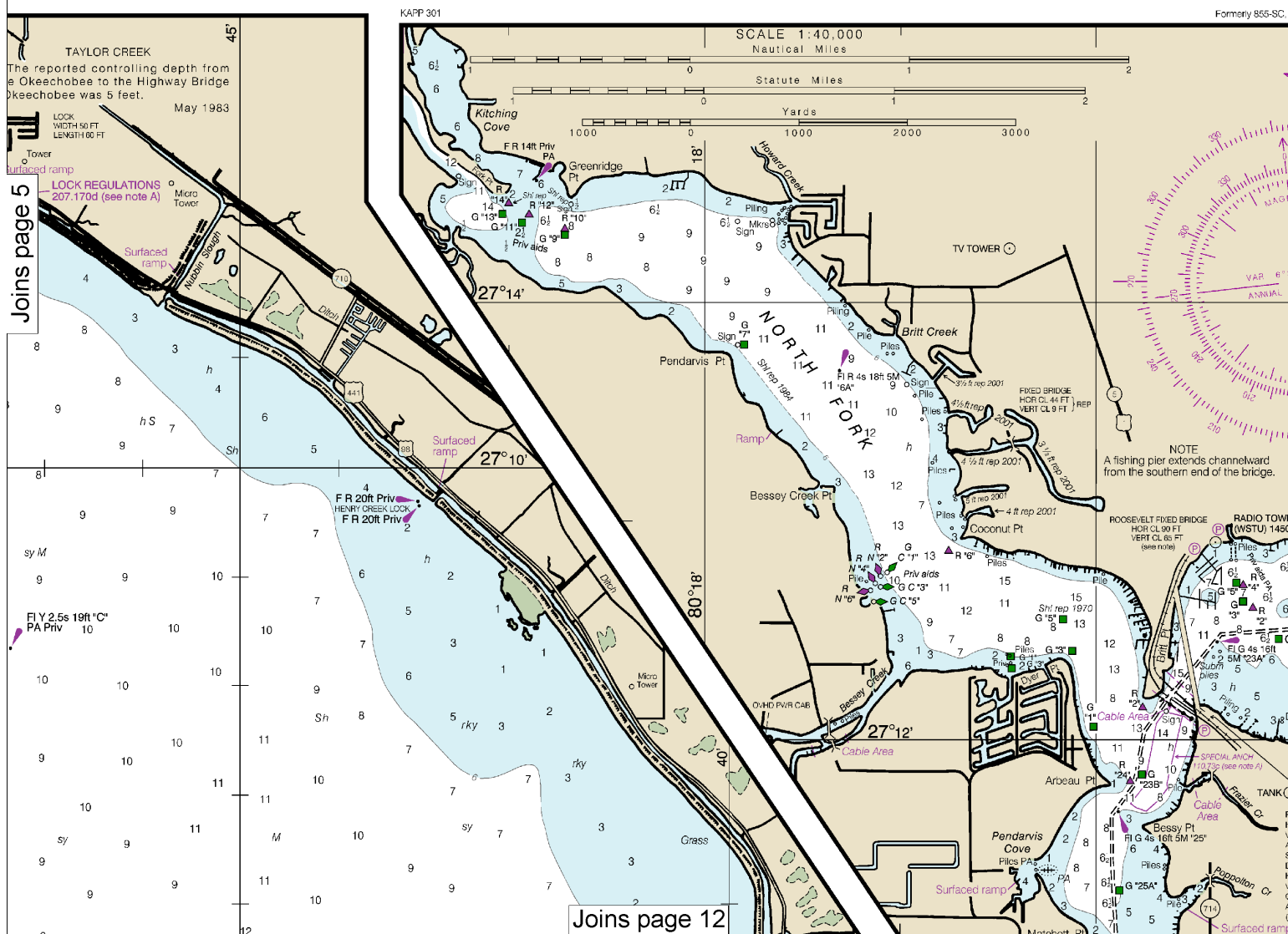
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

AND CABLES  
and submarine  
cable areas



Cable Area

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Joins page 5

Joins page 12

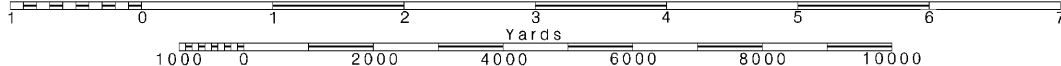
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



# OKEECHOBEE WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Okeechobee Waterway.

## FLORIDA EAST COAST R.R. BRIDGE

Bridge span is normally in open position, displaying flashing green signals for water traffic movement. As a train approaches, signals go to flashing red, siren gives four blasts, pauses, and repeats four blasts, etc. After eight (8) minutes delay, the bridge lowers and locks if scanning equipment reveals nothing under the bridge. When the train has cleared, the bridge span raises and signals go to flashing green for water traffic.

## DISTANCES

### INTRACOASTAL AND OKEECHOBEE WATERWAYS

Mileage distances shown along the Waterways are in Statute Miles and indicated thus: ————

Distances along Okeechobee Waterway are westward from junction with the Intracoastal Waterway in St. Lucie Inlet (Inset 3, Side A). Intracoastal Waterway distances are southward from Norfolk, Virginia.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

## OKEECHOBEE WATERWAY

### Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 8 feet via Route 2.

10 feet Fort Myers to Punta Rassa.

12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Norfolk, VA to Fort Pierce FL;

10 feet Fort Pierce, FL to Miami, FL;

7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

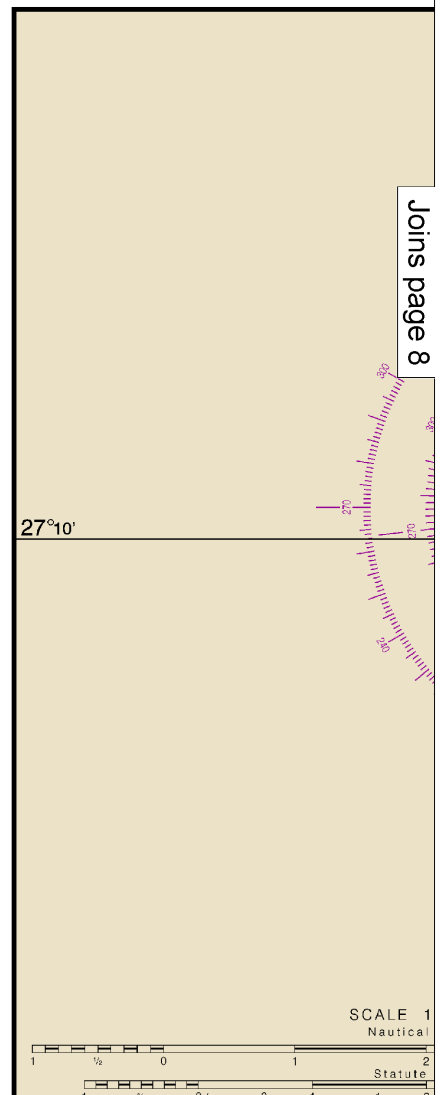
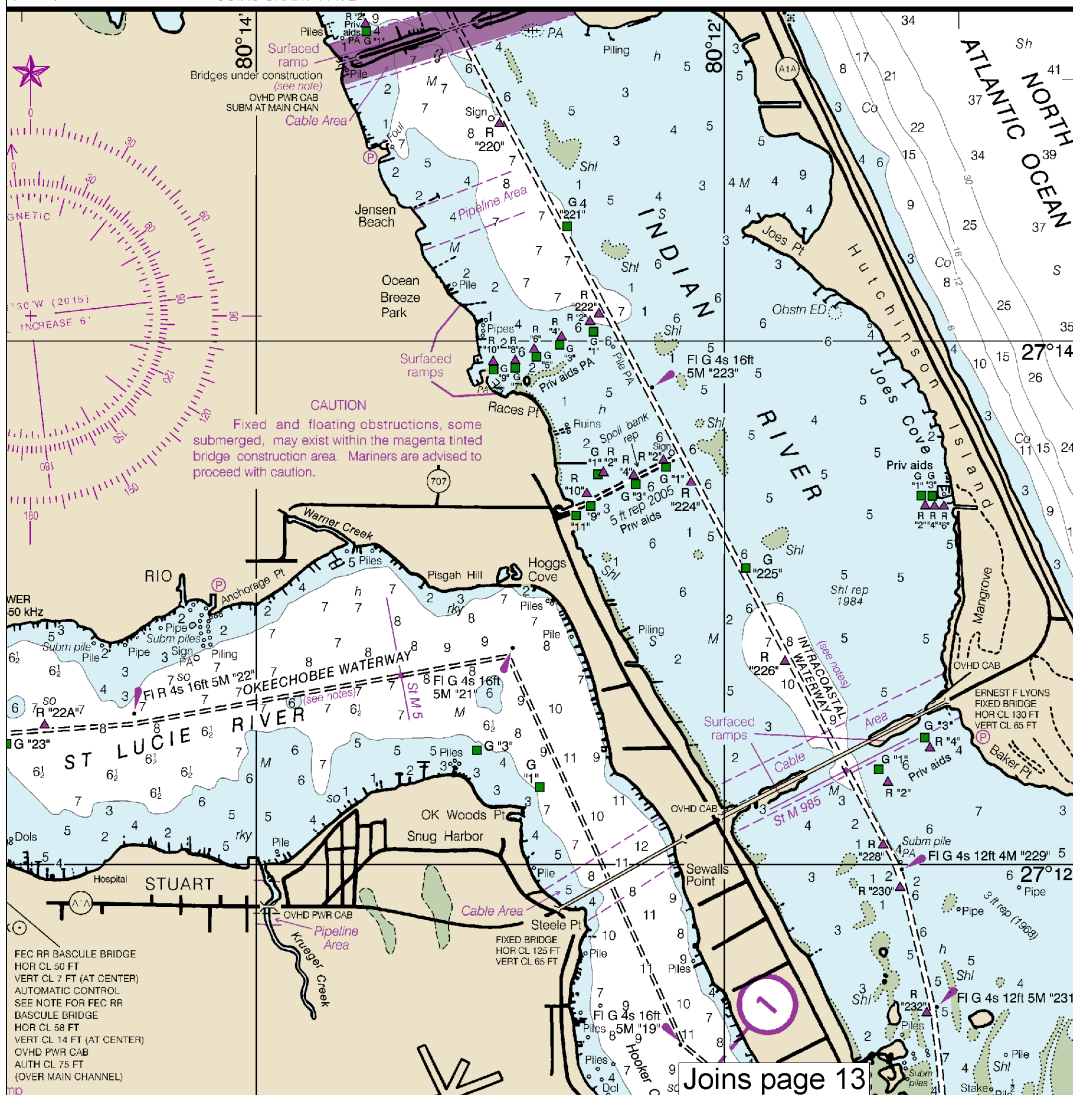
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

## CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

C. 1st Ed., 1963

JOINS CHART 11472



11428  
37th Ed., Nov. 2015. Last Correction: 9/7/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

7



indicated  
with the  
waterway  
in U.S.

WATERWAY  
Depths  
at Pierce FL:  
Miami, FL:  
Bank, Florida Bay.  
Published period-  
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WATERWAY AIDS  
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#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

#### NOTE C LOCK SIGNALS

Vessels desiring lockage in either direction shall give notice to the Lockmaster at not more than three-quarters of a mile nor less than one-quarter of a mile from the lock by two long and two short blasts of a whistle. When the lock is available, a green light, semaphore, or flag will be displayed; when not available, a red light, semaphore, or flag will be displayed. No vessels or rafts shall approach within 300 feet of any lock entrance unless signaled to do so by the lockmaster.

General regulations governing bridges and locks and the handling of tows are given in 207.160, Chapter 2 of the U.S. Coast Pilots 4 and 5.

Public address systems are installed at all four locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the Locktender through the loudspeaker system or by standard light signals.

Ⓟ Pump-out facilities

#### NOTE D Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

#### Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

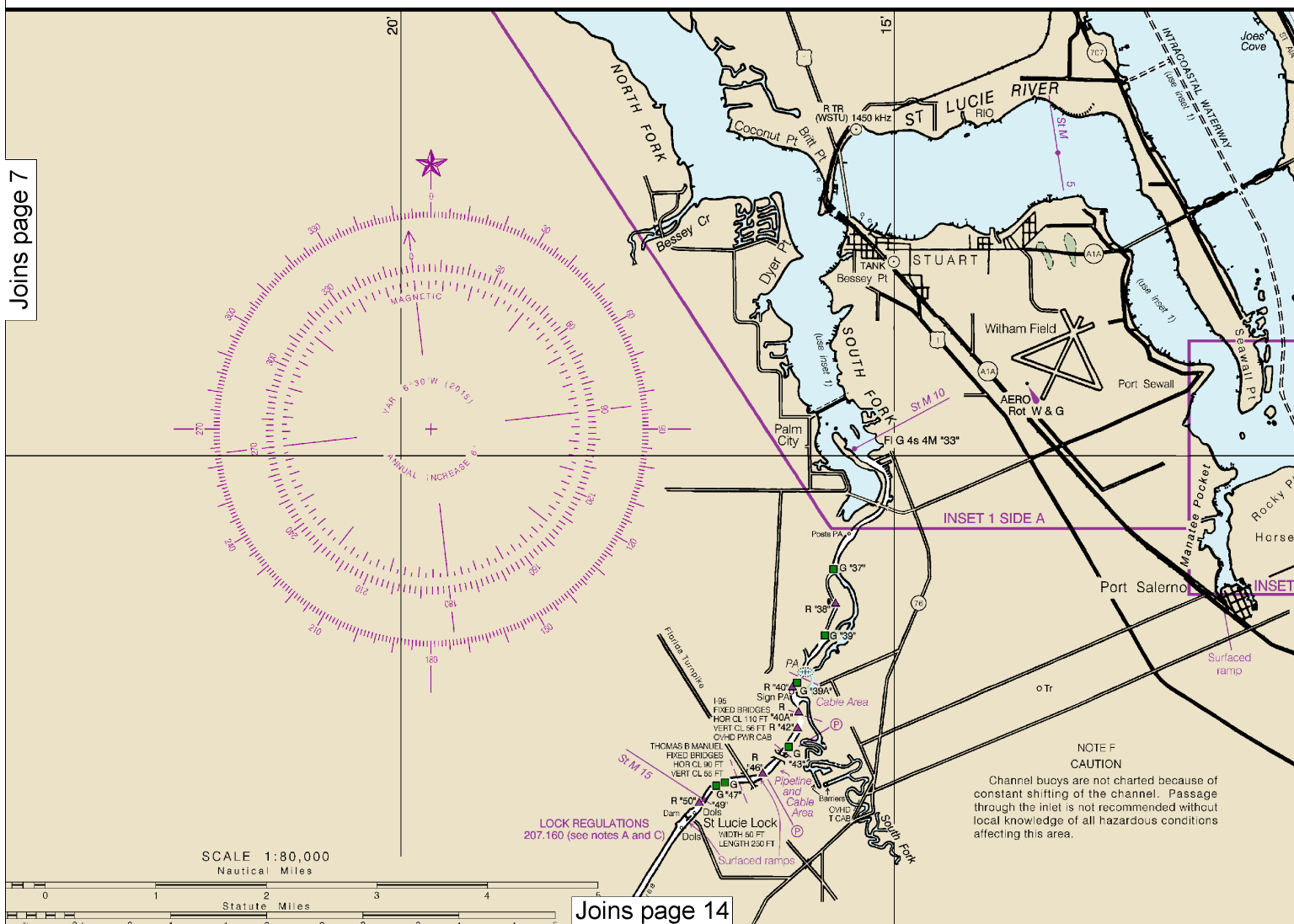
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
Ⓞ (Accurate location)    Ⓢ (Approximate location)

#### CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

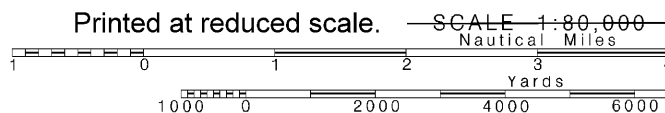
Joins page 7



8

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.



See Note on page 5.





# NAUTICAL CHART 11428

## OKEECHOBEE WATERWAY

### FLORIDA

# ST. LUCIE INLET TO FORT MYERS AND LAKE OKEECHOBEE

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

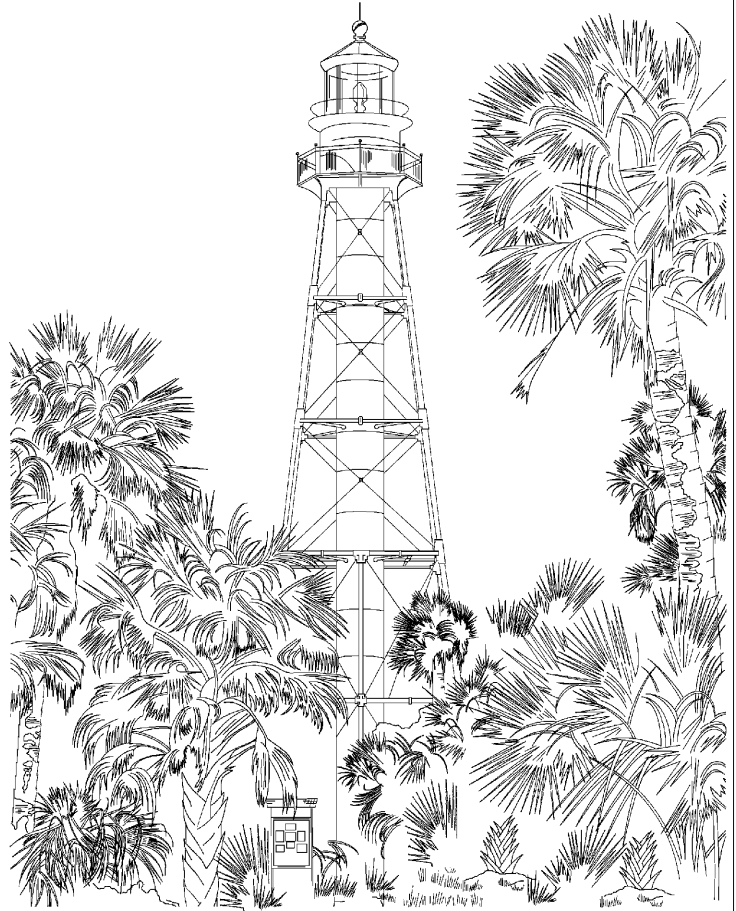
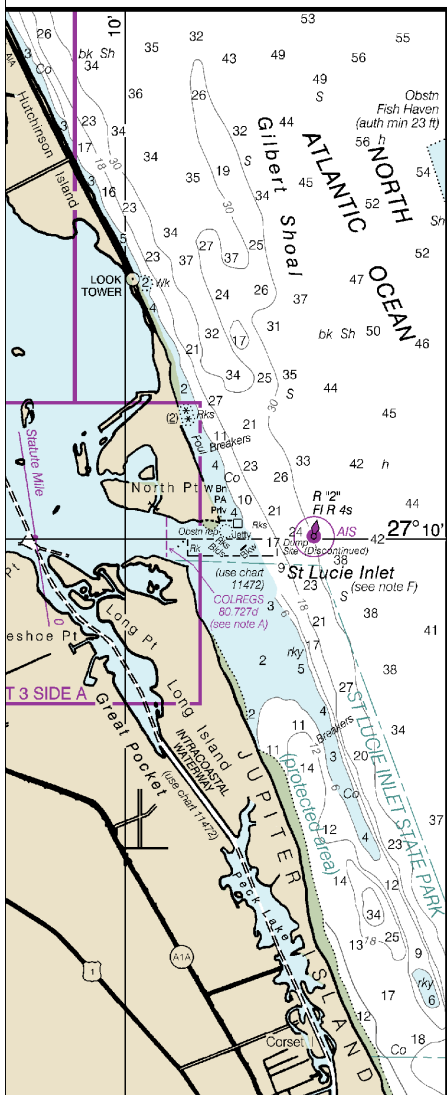


Chart 11428

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

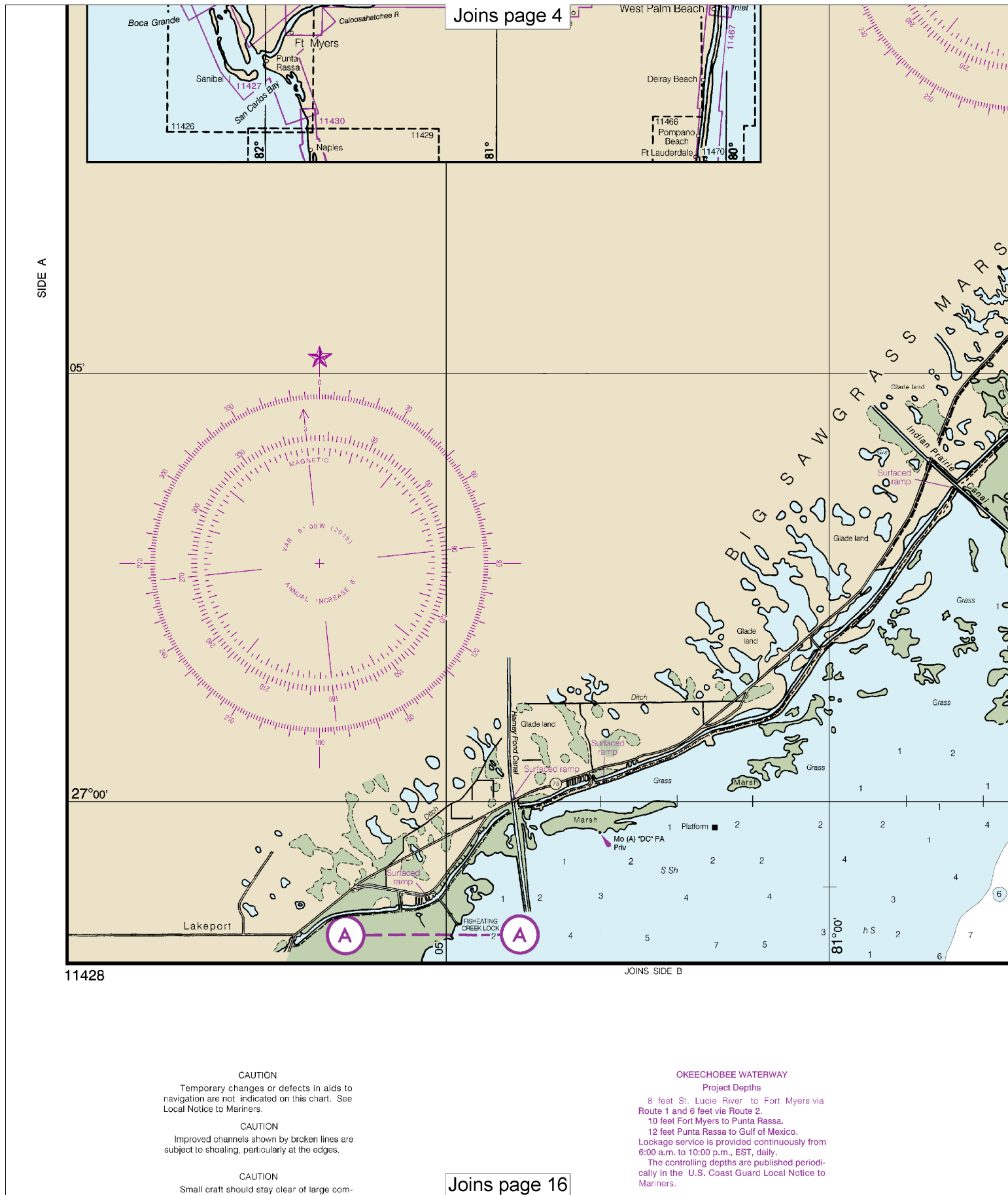
MERCATOR PROJECTION AT SCALE 1:40,000 & 1:80,000  
SOUNDINGS IN FEET  
FOR PLANES OF REFERENCE SEE NOTE D  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

Joins page 15

SIDE A



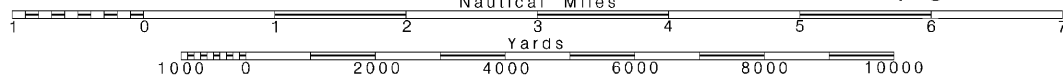
10

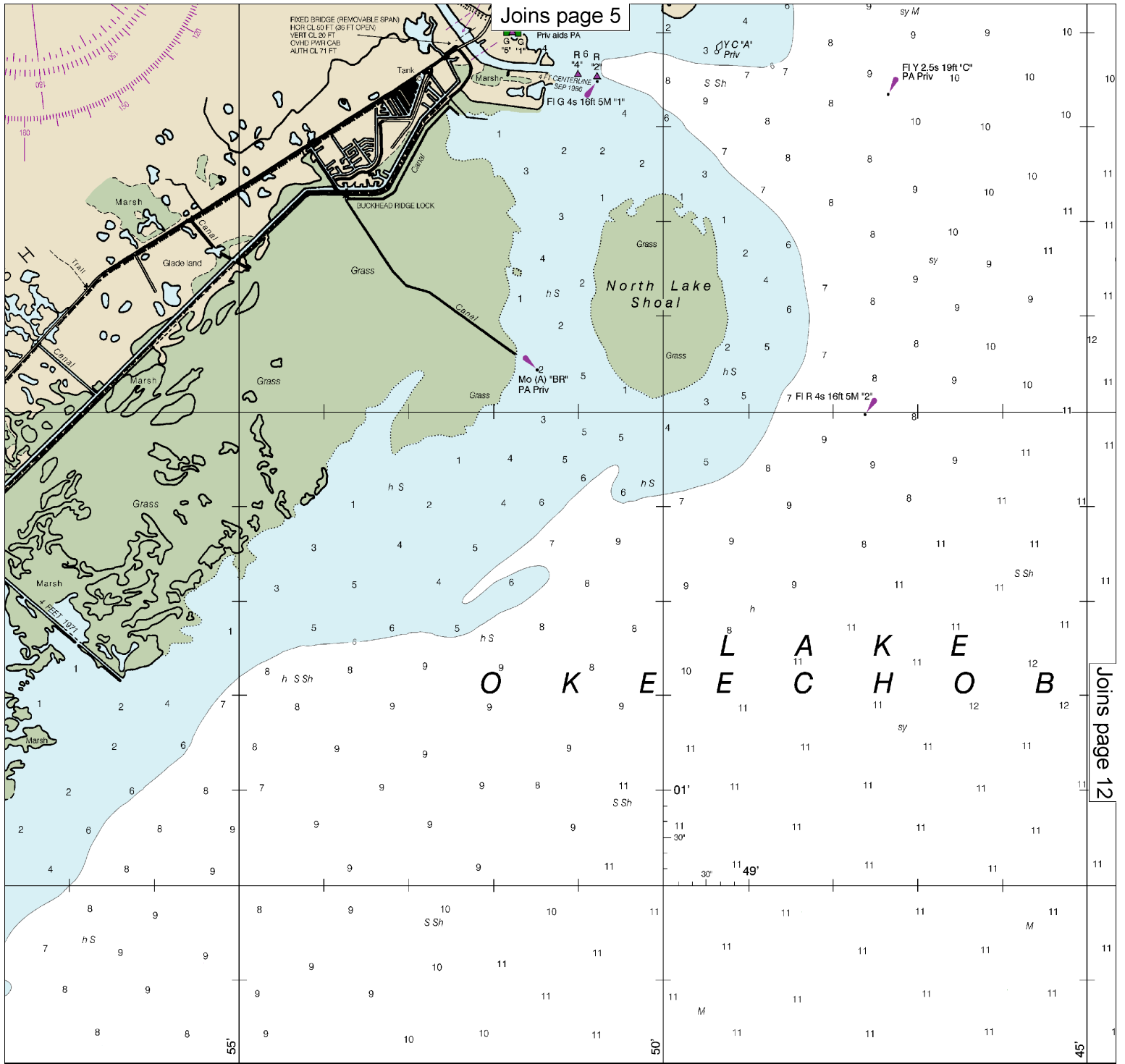
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





**NOTE D**  
Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okechobee are referred to a low water elevation which is 12½ feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

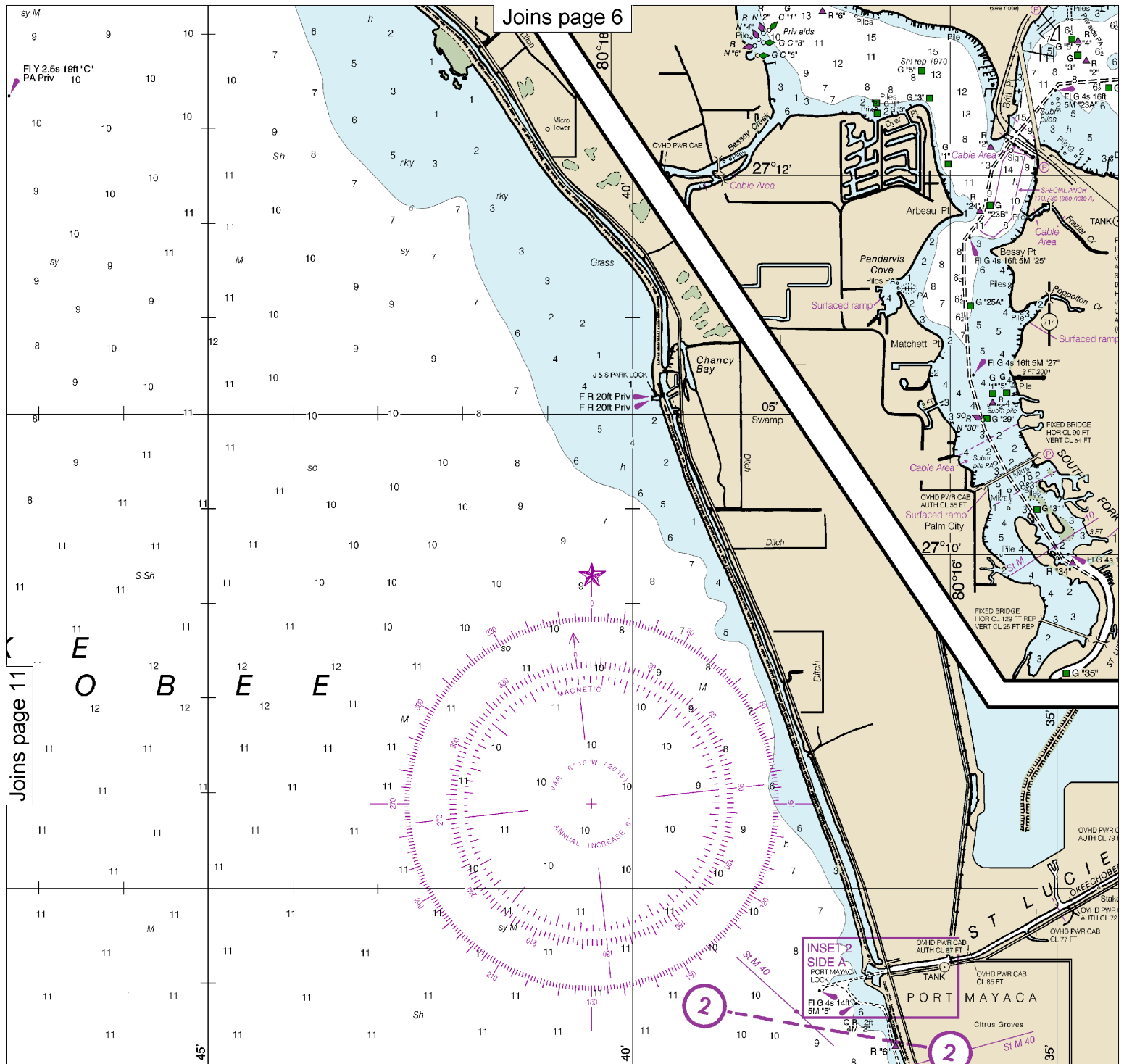
Joins page 17

NAME:

North Fork  
Johnson Beach  
Stuart  
Seminole Shoal  
Sowell Point  
South Fork  
Great Pocket  
Reef

11





Joins page 11

Joins page 6

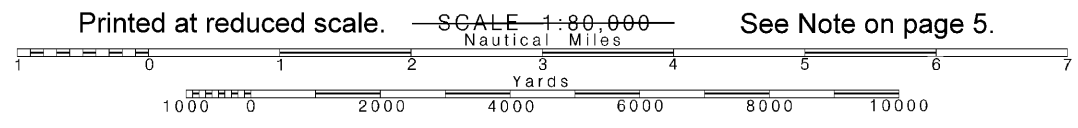
Joins page 18

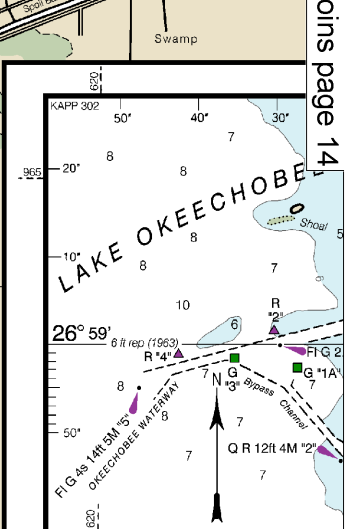
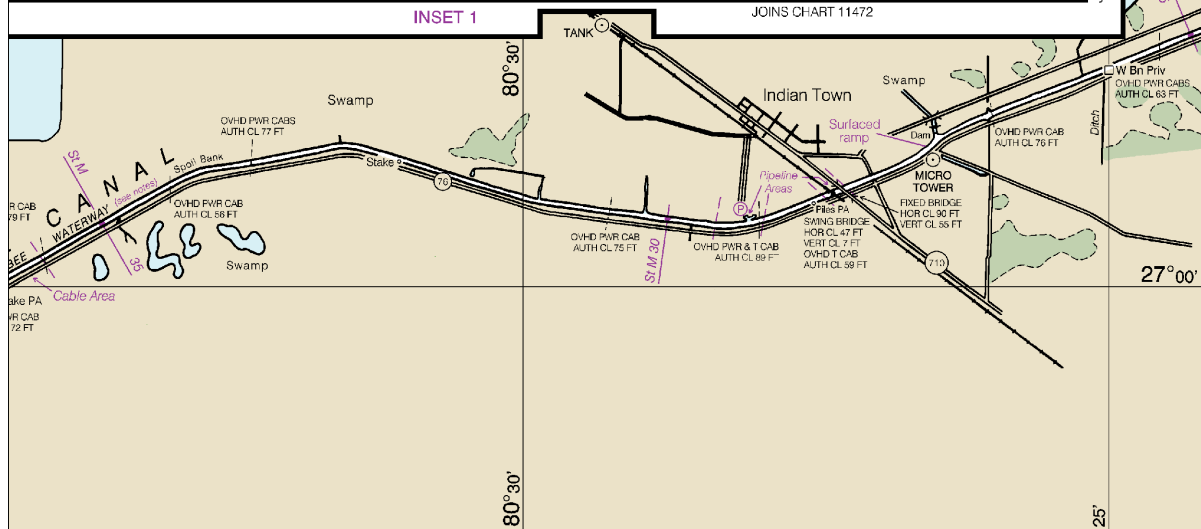
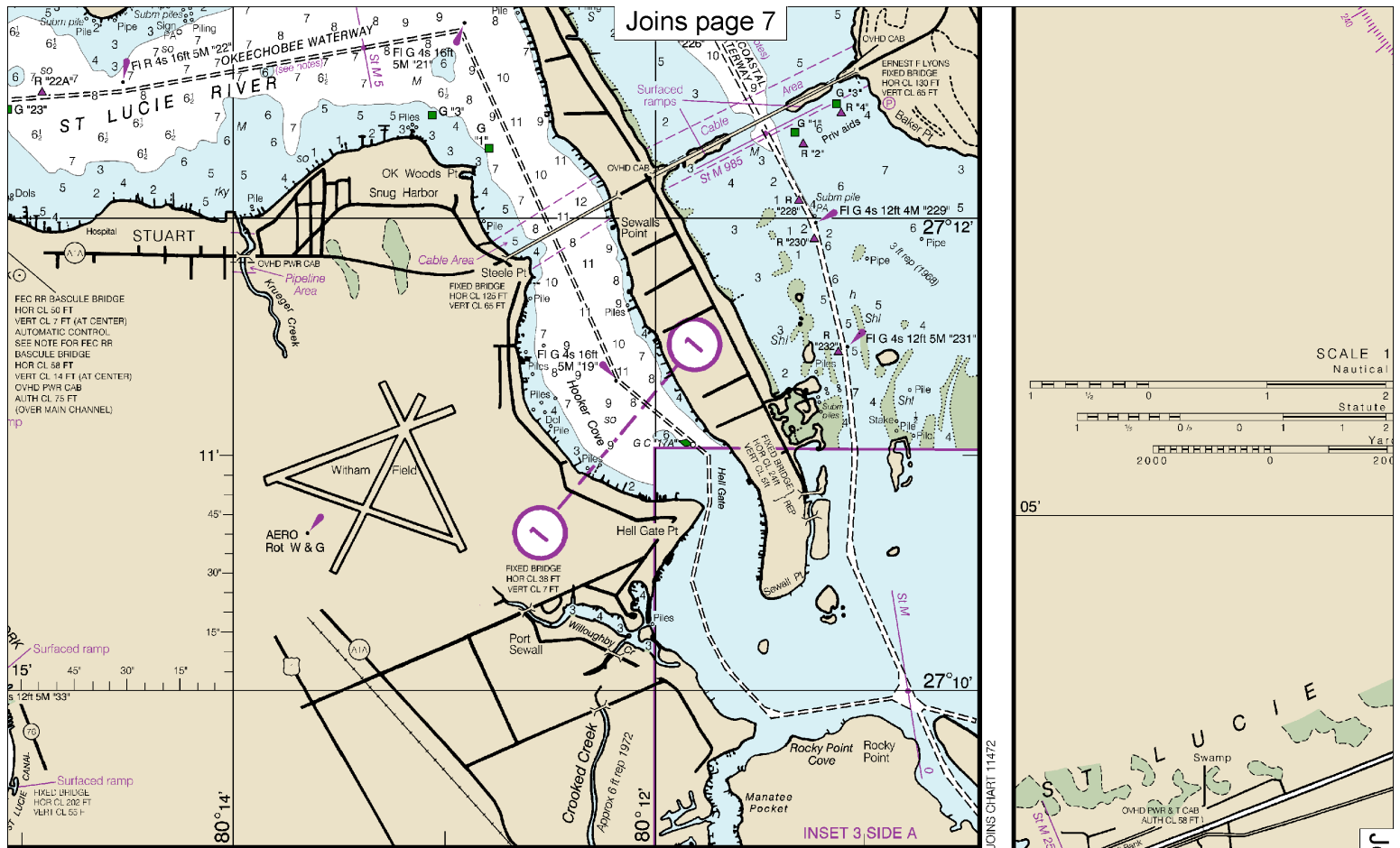
LOCAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
North Fork	(27°15' N/80°19' W)	1.2	1.1	0.1
Johnson Beach	(27°14' N/80°13' W)	1.3	1.2	0.1
Suwannee	(27°12' N/80°16' W)	1.1	1.0	0.1
Seminole Shores	(27°11' N/80°10' W)	3.4	3.2	0.2
Scowall Point	(27°11' N/80°11' W)	1.2	1.1	0.1
South Fork	(27°10' N/80°15' W)	1.2		
Grovel Pocket	(27°09' N/80°10' W)	1.3		

12

Note: Chart grid lines are aligned with true north.





**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS
Melbourne, FL	(321) 255-0212
Miami, FL	(305) 229-4522
Key West, FL	(305) 295-1316
Tampa Bay, FL	*(813) 645-2506

\*Recorded

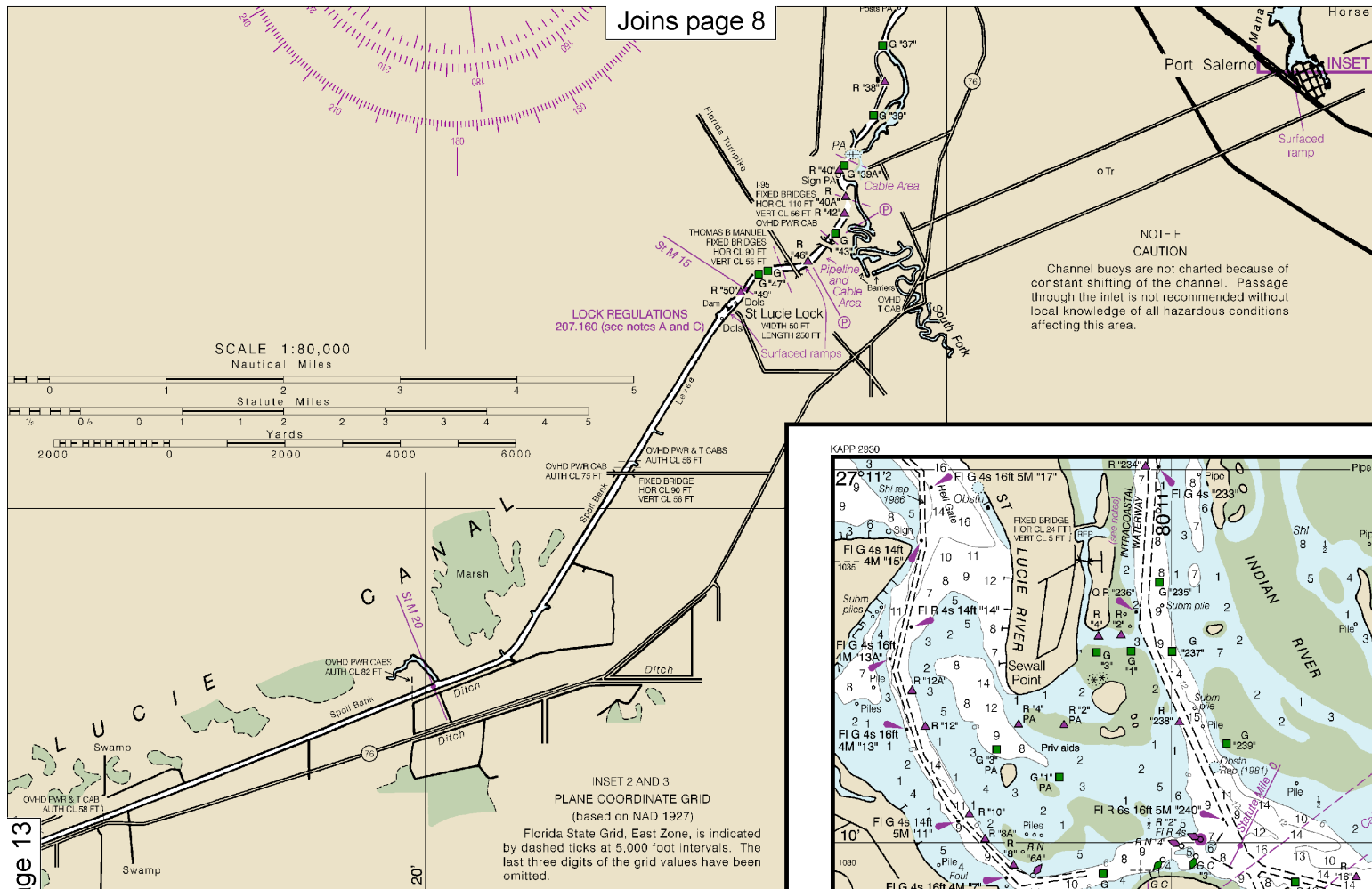
OFFICE HOURS
8:00 AM-4:00 PM (Mon-Fri)
24 Hours Daily
24 Hours Daily
8:00 AM-4:00 PM (Mon-Fri)

**NOAA WEATHER RADIO BROADCASTS**

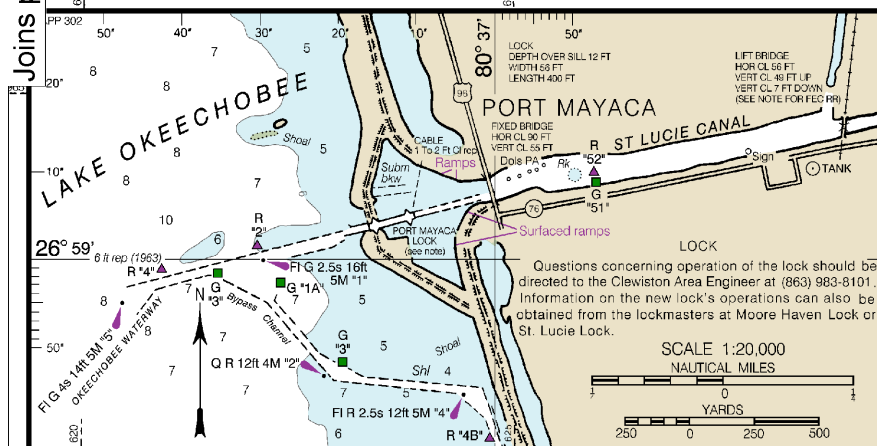
CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-59	162.400	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-83	162.475	24 hours daily
Belle Glade, FL	WXM-58	162.400	24 hours daily
Fort Pierce, FL	WWF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

Joins page 19

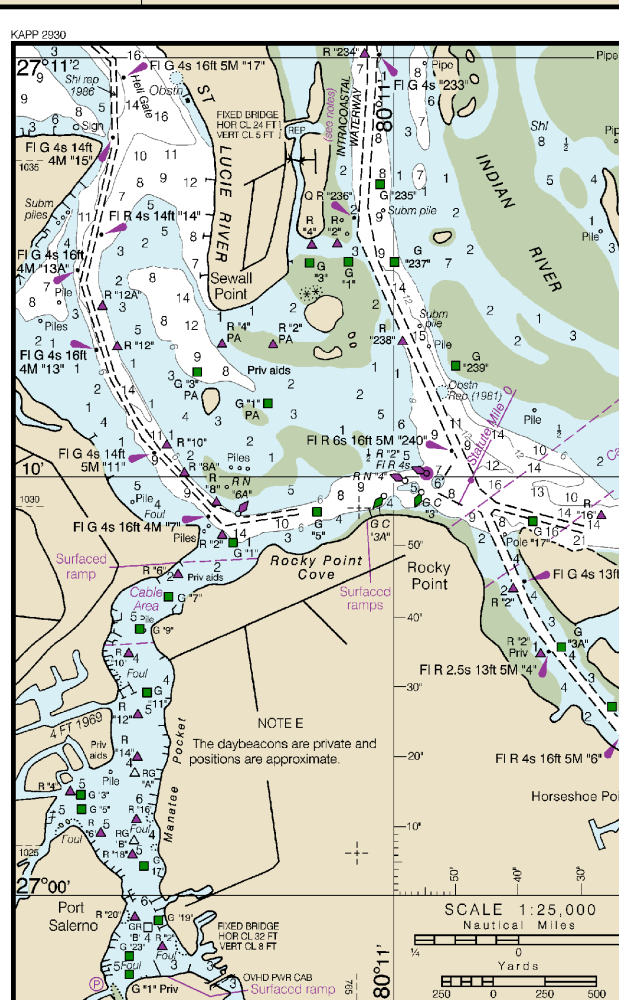
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS



Joins page 13



INSET 2



INSET 3

**BROADCAST TIMES**

24 hours daily  
24 hours daily  
24 hours daily  
24 hours daily  
24 hours daily

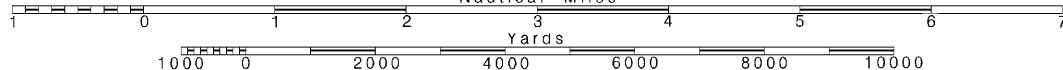
HER FORECASTS AND WARNINGS

Note: Chart grid lines are aligned with true north.

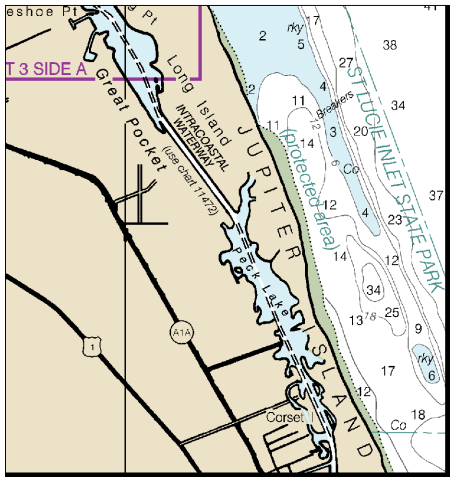
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







Joins page 9

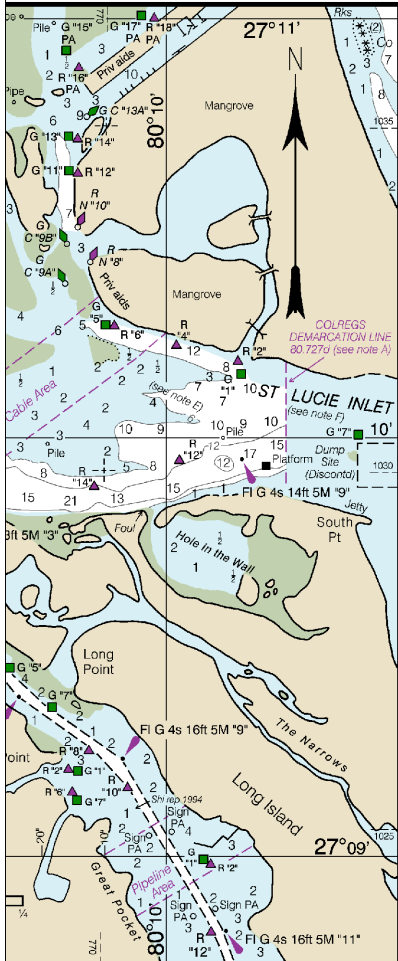
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000 & 1:80,000  
SOUNDINGS IN FEET  
FOR PLANES OF REFERENCE SEE NOTE D  
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

SIDE A



#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

#### Bottom characteristics:

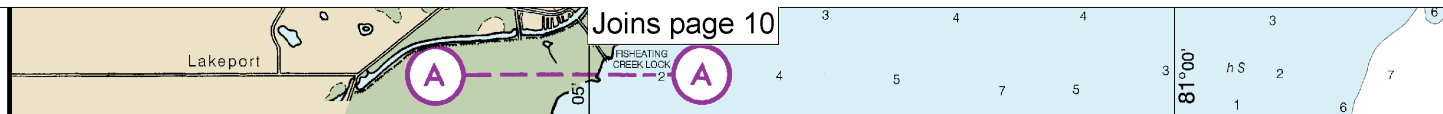
Bids boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

#### Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: - - - - -			

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JOINS SIDE B

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### OKEECHOBEE WATERWAY

##### Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.

10 feet Fort Myers to Punta Rassa.

12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 a.m. to 10:00 p.m., EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

##### Distances

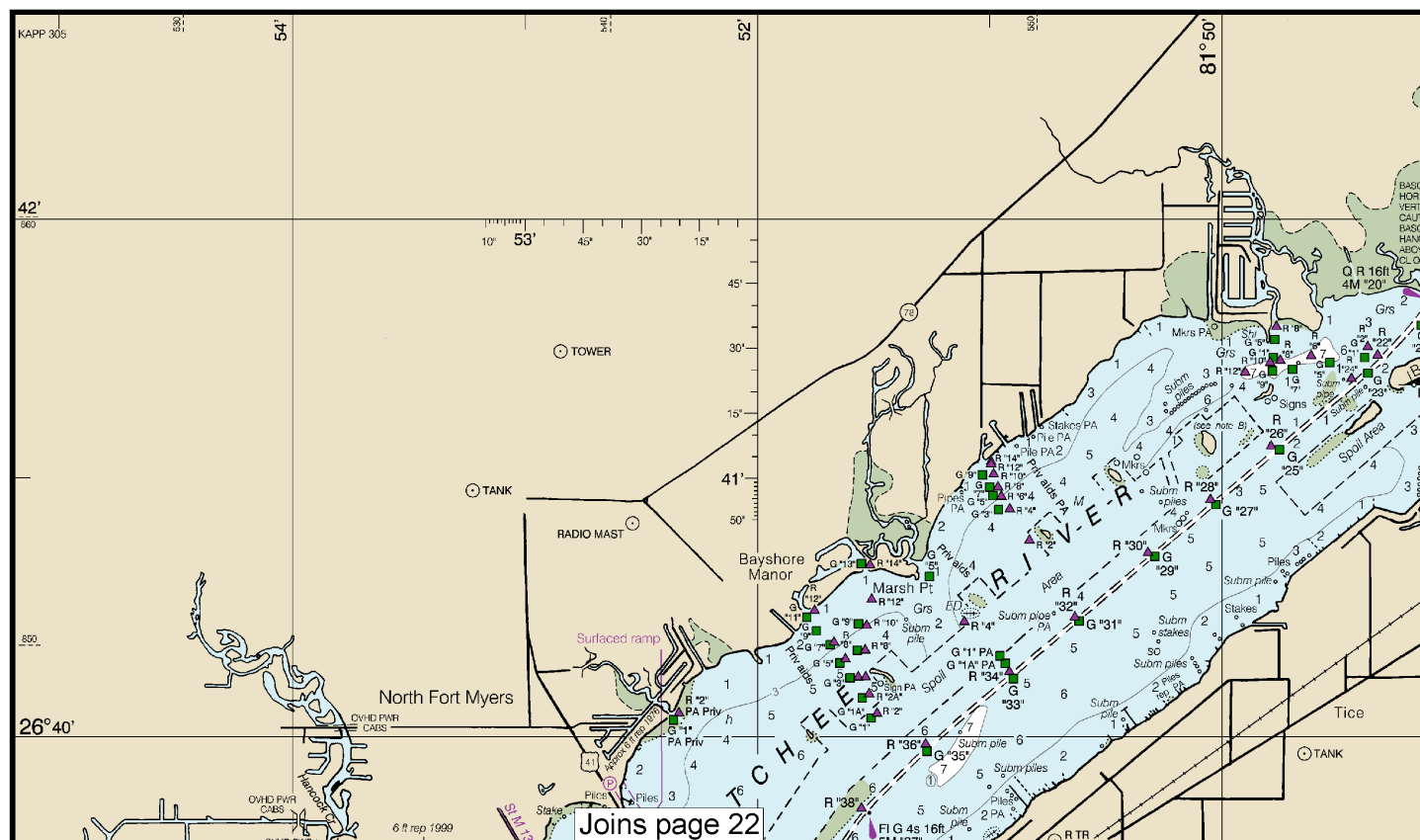
Mileage distances shown along the Waterway are in Statute Miles, based on zero westward from junction with the Atlantic Intracoastal Waterway in St. Lucie Inlet (11428, Side A), and are indicated thus: —

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

#### CAUTION

##### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



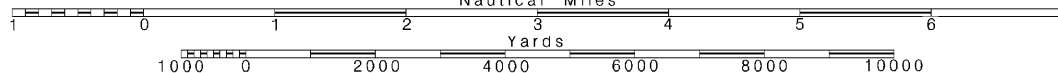
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



NOTE D  
Depths

Depths charted in the Atlantic Ocean, St. Lucie River and in the Caloosahatchee River are referred to Mean Lower Low Water (MLLW). Depths in the St. Lucie Canal and Lake Okeechobee are referred to a low water elevation which is 12 1/2 feet above mean sea level. Depths in the Caloosahatchee Canal are referred to a low water elevation which is 10 feet above mean sea level.

Overhead Clearances

Overhead clearances, Okeechobee Waterway-St. Lucie Lock to Port Mayaca Lock, are referred to St. Lucie Canal stage of 14.5 feet.

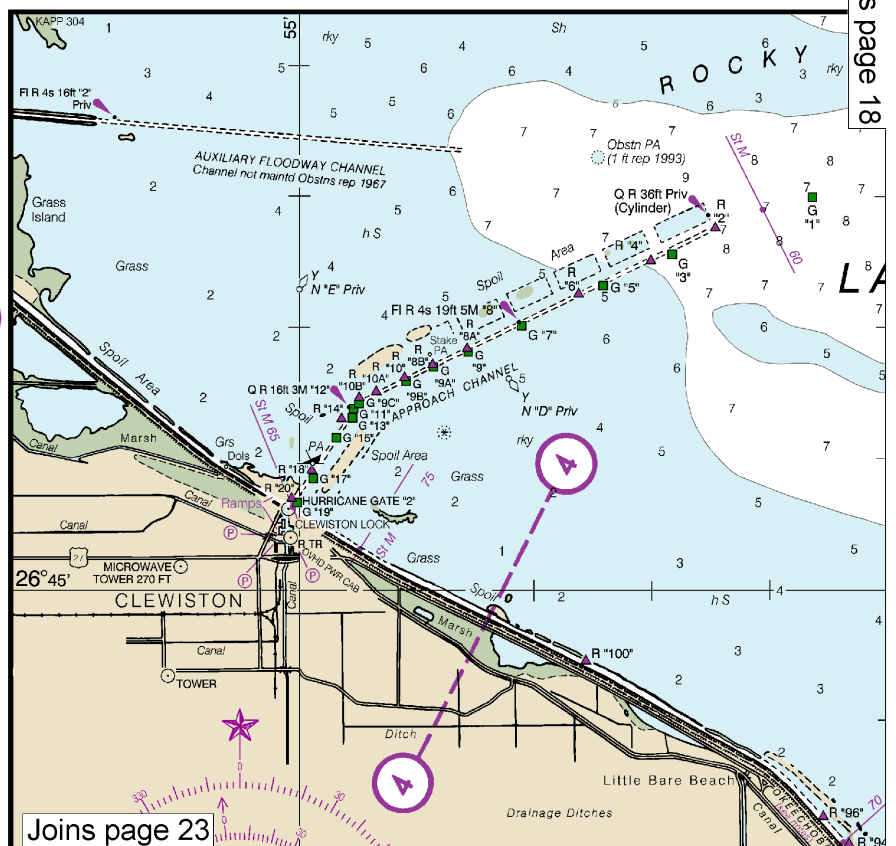
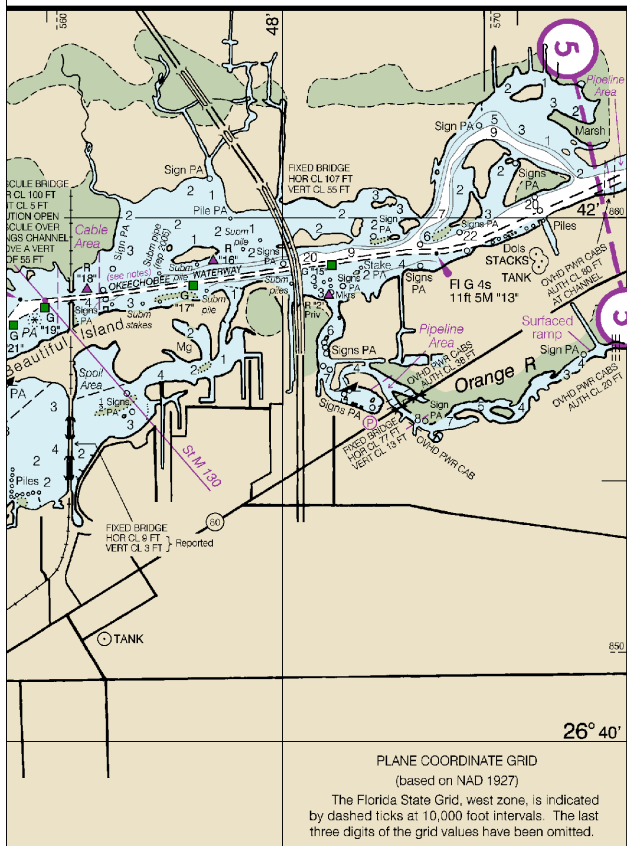
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Plots 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

Ⓟ Pump-out facilities

NAME:
North Fork
Jackson Beach
Stuart
Seminole Shoal
Swallow Point
South Fork
Great Pocket
Port Salerno
Fort Myers
Dashes (---) indicate tide predictions
(Sep 2015)



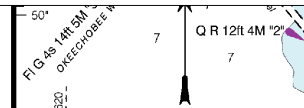


(Sep 2015)



80°30'

25'



**MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE**

CITY	TELEPHONE NUMBERS	OFFICE HOURS
Melbourne, FL	(321) 255-0212	8:00 AM-4:00 PM (Mon-Fri)
Miami, FL	(305) 229-4522	24 Hours Daily
Key West, FL	(305) 295-1316	24 Hours Daily
Tampa Bay, FL	*(813) 645-2506	8:00 AM-4:00 PM (Mon-Fri)

\*Recorded

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ (MHz)	BROADCAST TIMES
Sarasota, FL	WWG-59	162.400	24 hours daily
West Palm Beach, FL	KEC-50	162.475	24 hours daily
Fort Myers, FL	WXK-83	162.475	24 hours daily
Belle Glade, FL	WXM-58	162.400	24 hours daily
Fort Pierce, FL	WWF-69	162.425	24 hours daily
Naples, FL	WWG-92	162.525	24 hours daily

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS**

**BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ	DAILY BROADCAST - EST	SPECIAL WAF
Miami, FL	NCF	*2670 kHz	10:50 AM & PM	On receipt

\* Preceded by announcement on 2182 kHz

Distress calls for small craft are made on 2182 kHz of channel 16 (156.80 MHz) VHF.

**OKEECHOBEE WATERWAY AIDS**

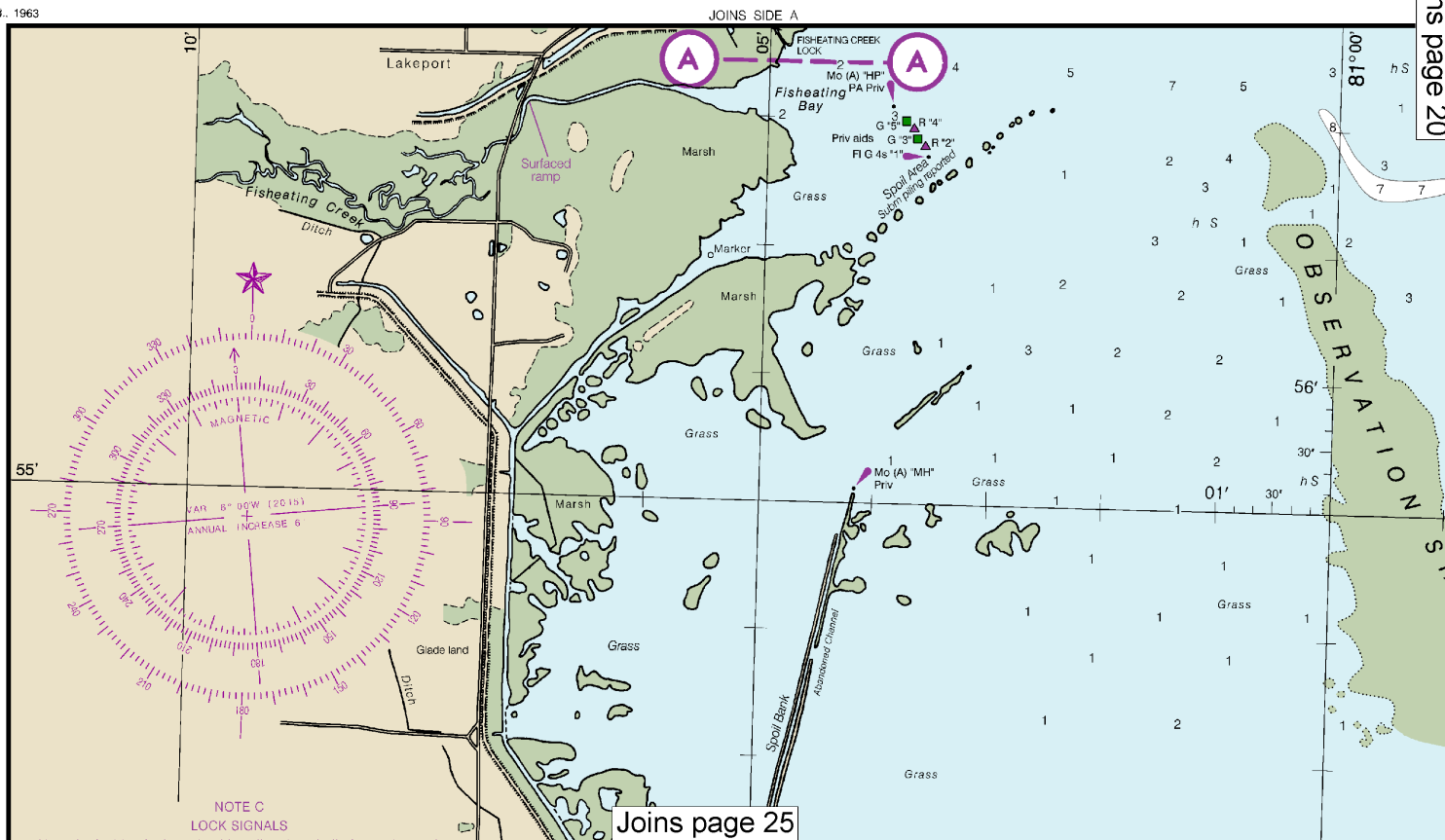
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Okeechobee Waterway.

1st Ed., 1963

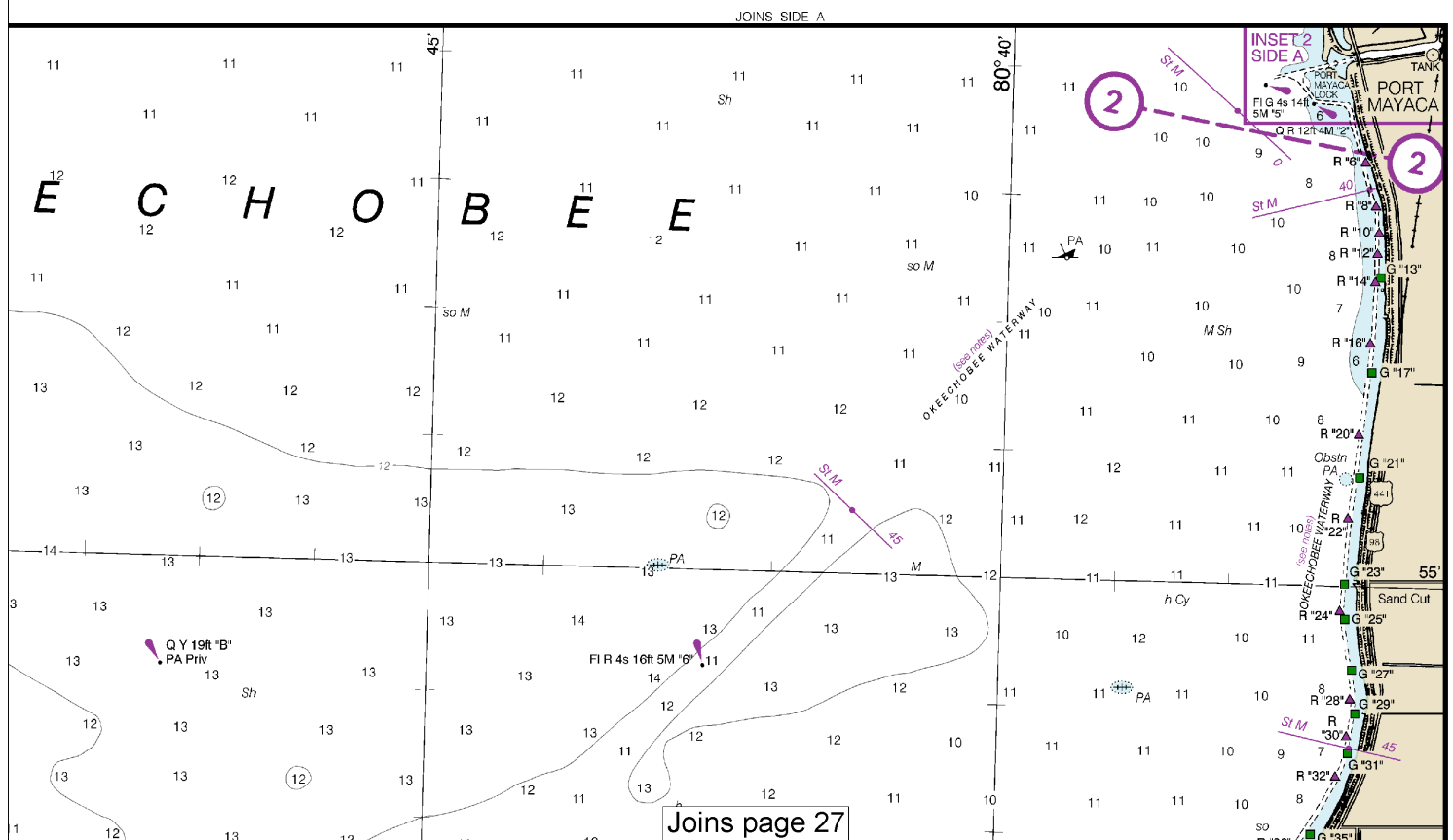
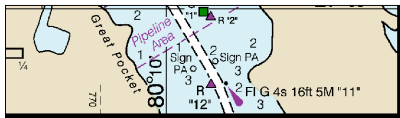


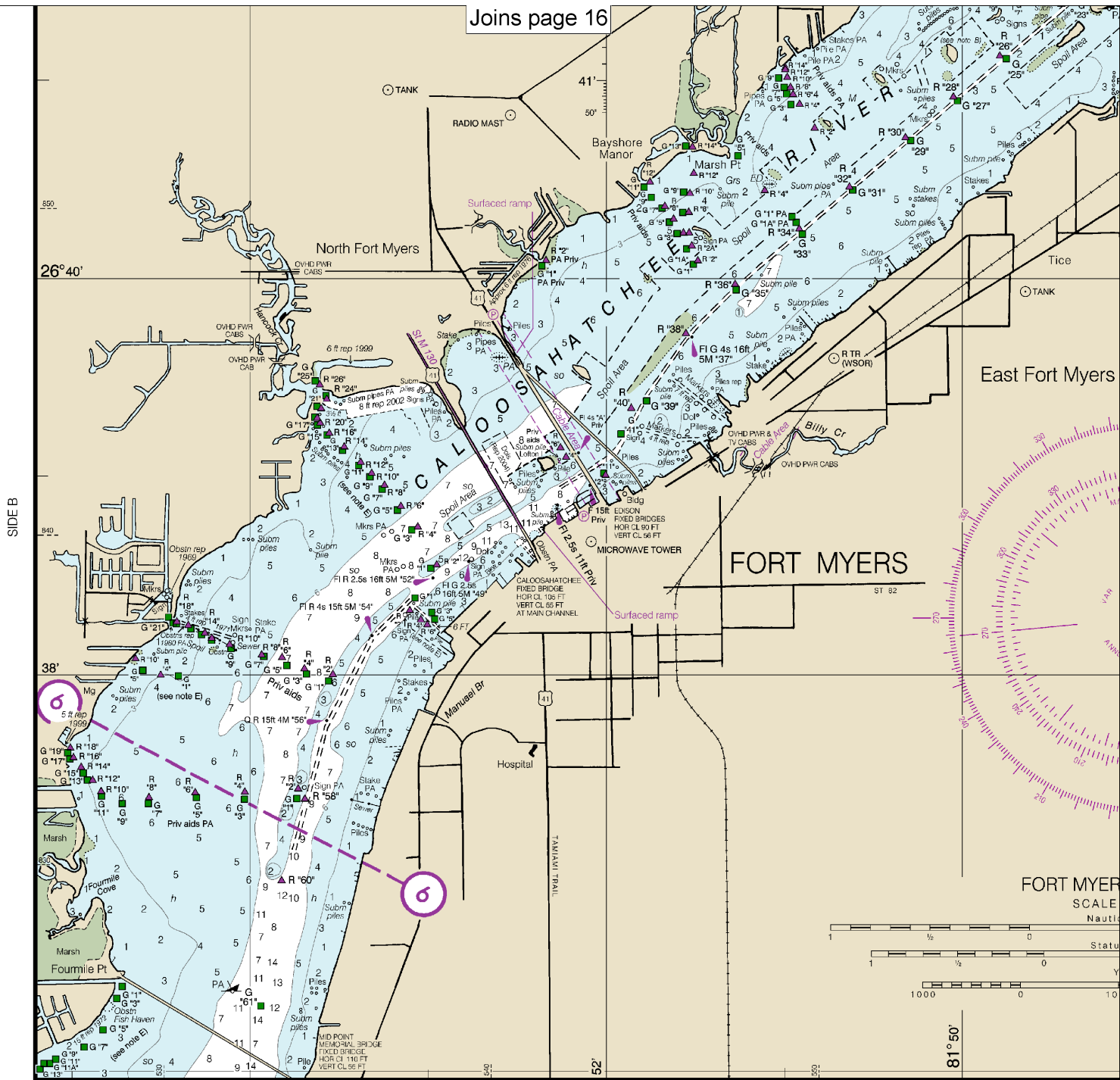
Joins page 20

Joins page 25

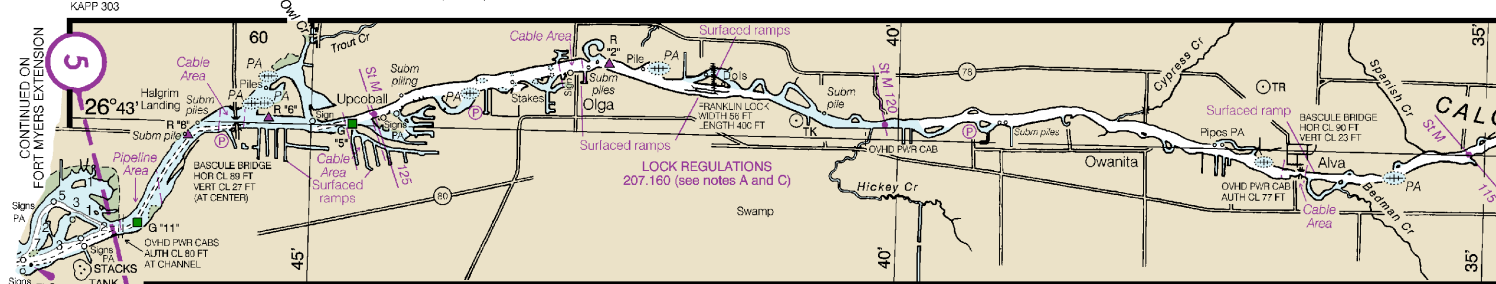








JOINS CHART 11427 (SIDE A)



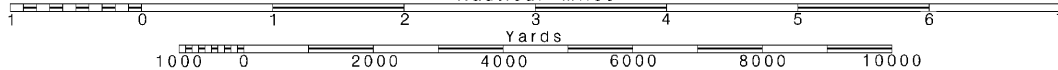
37th Ed., Nov. 2015. Last Correction: 9/7/2016. Cleared through:  
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

Note: Chart grid lines are aligned with true north.

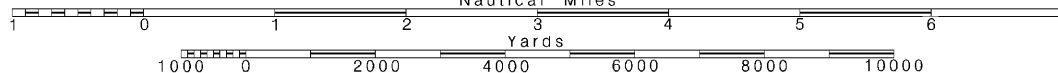
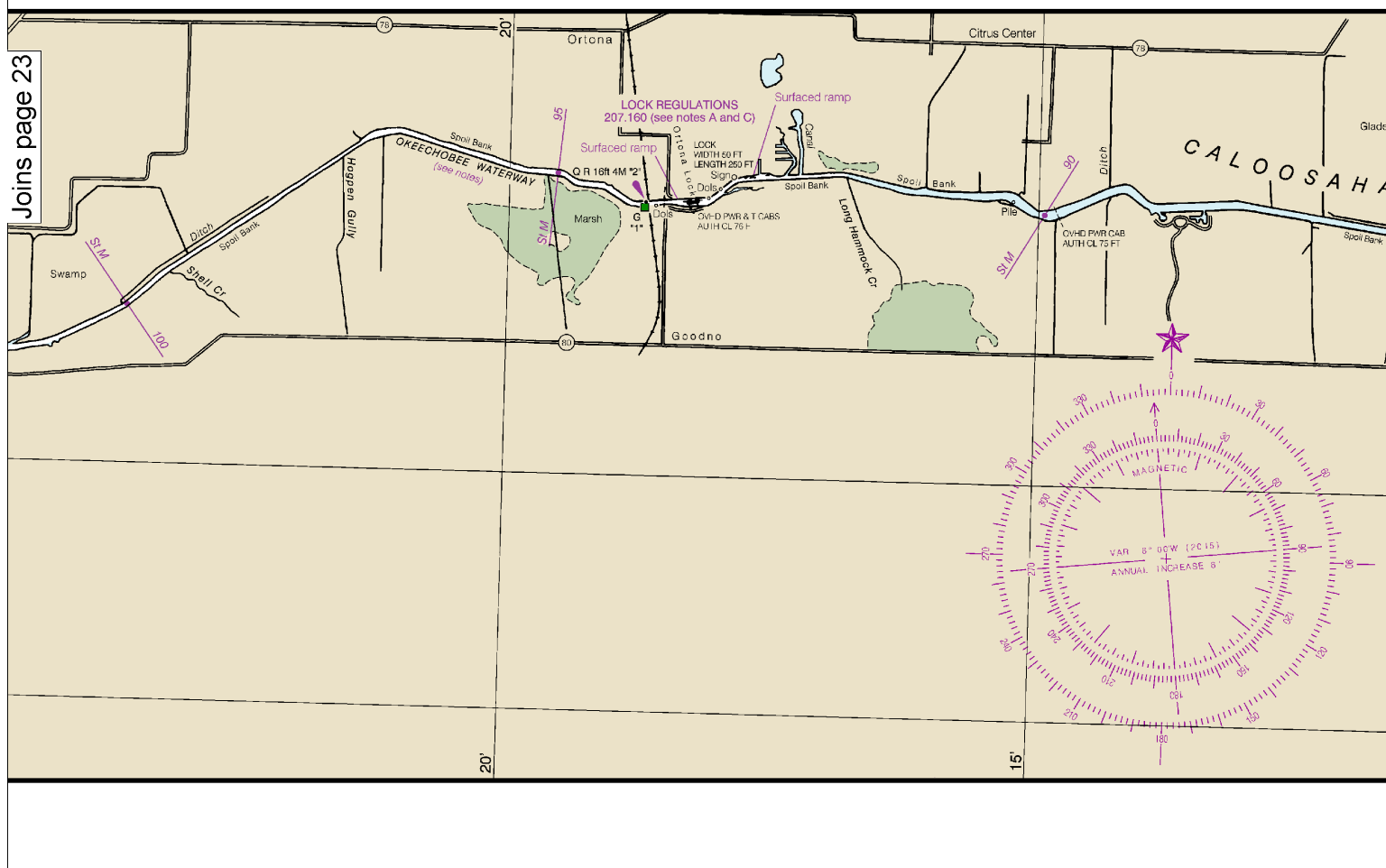
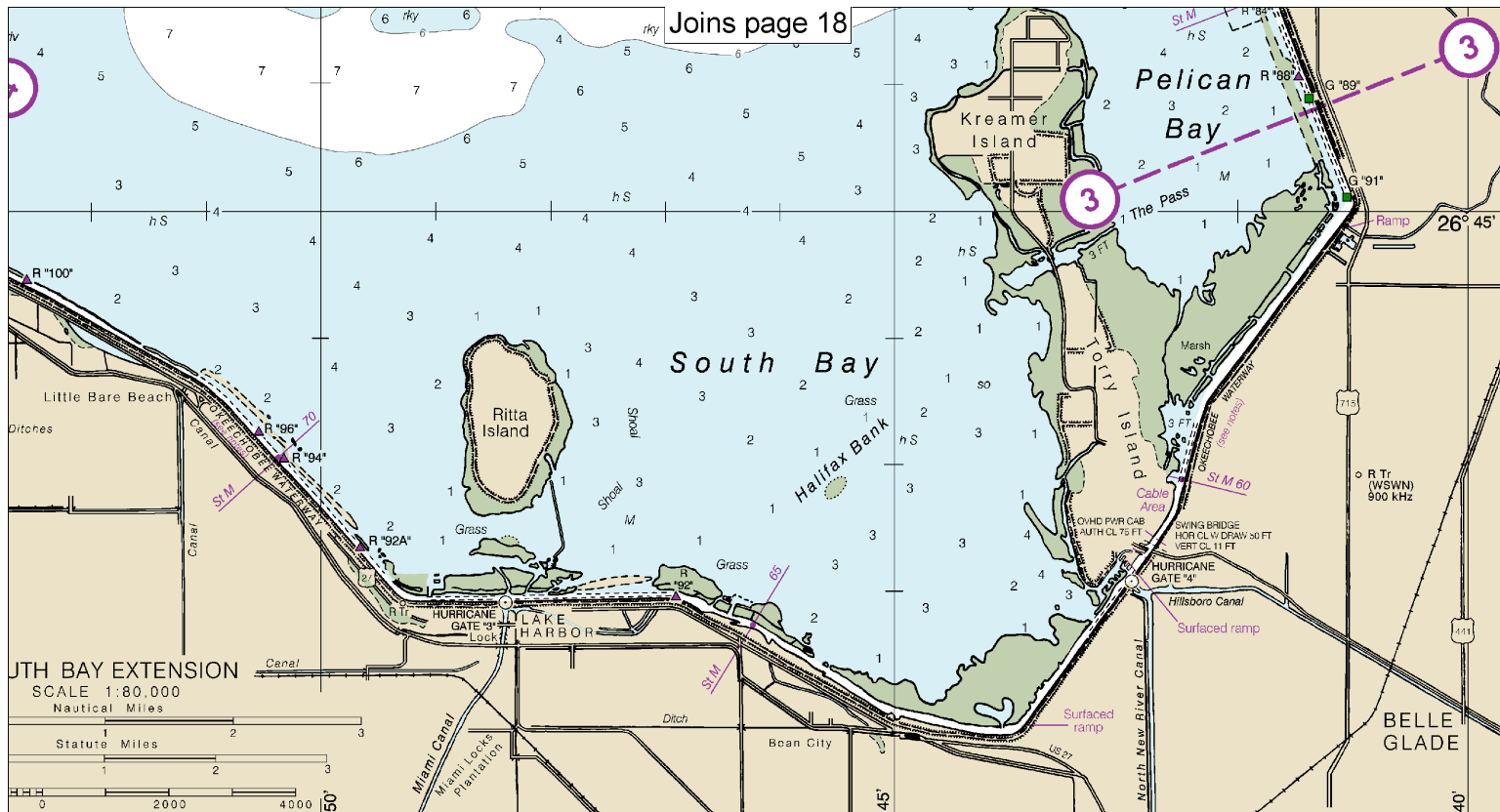
Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

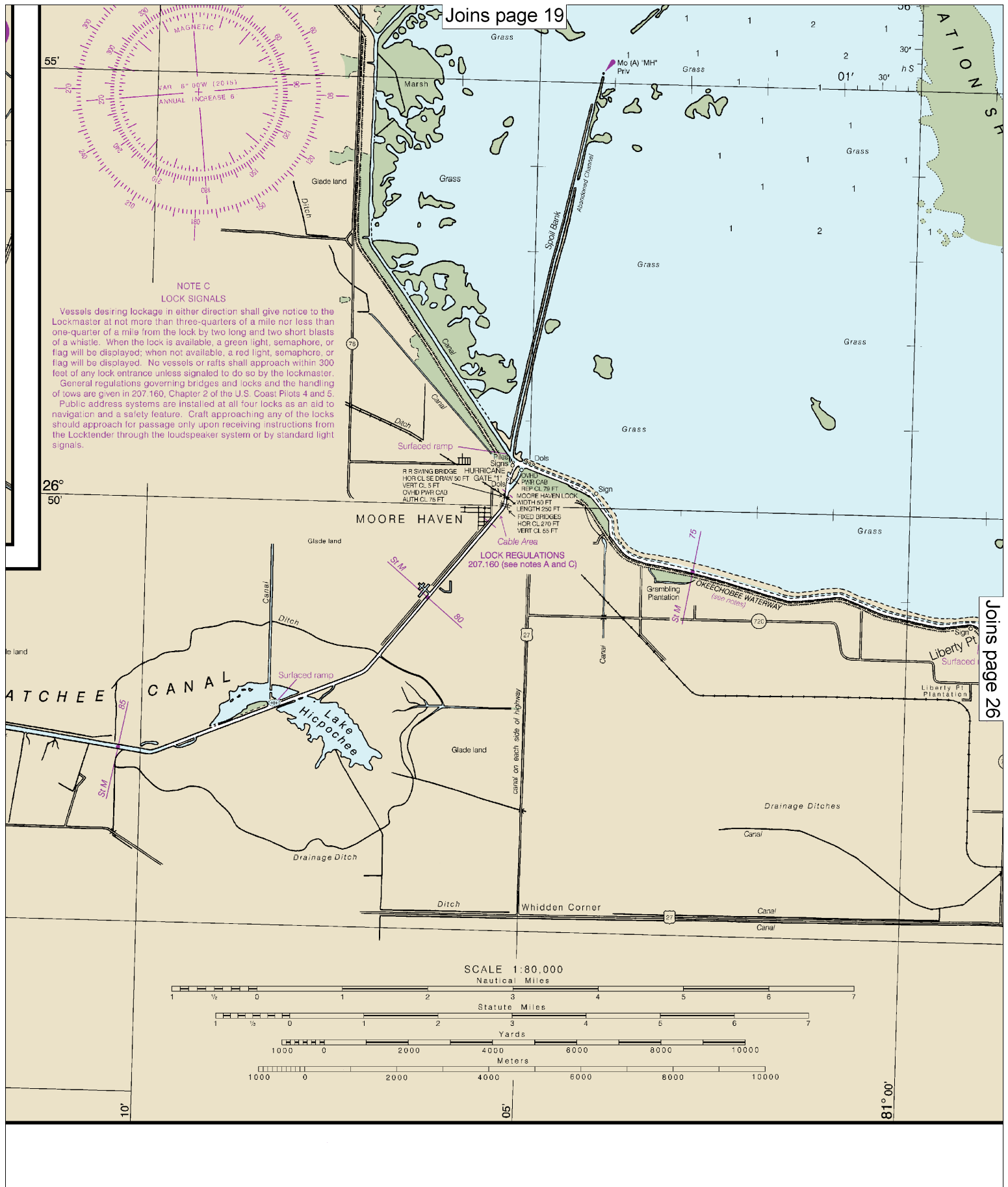
See Note on page 5.



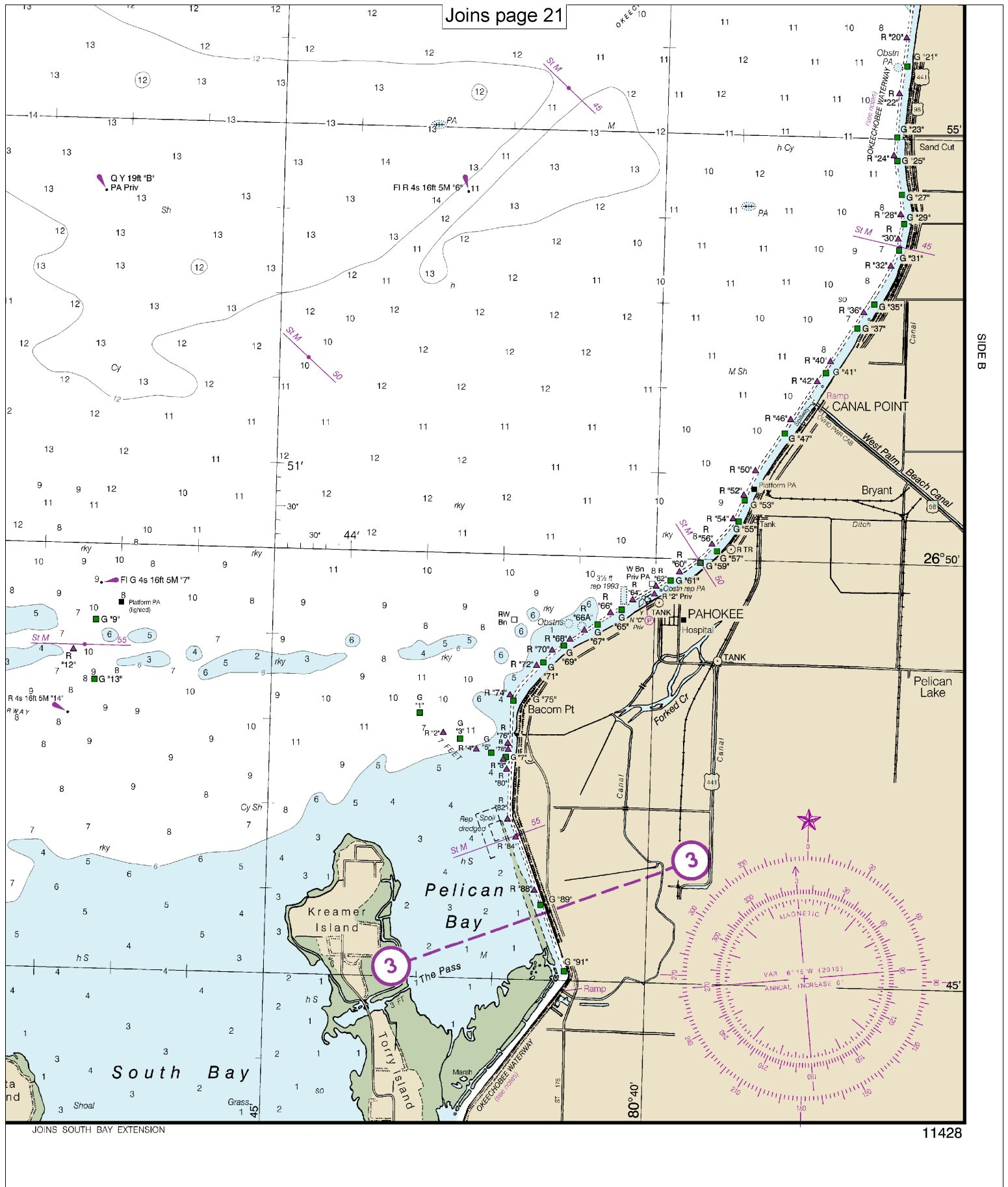












11428



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.